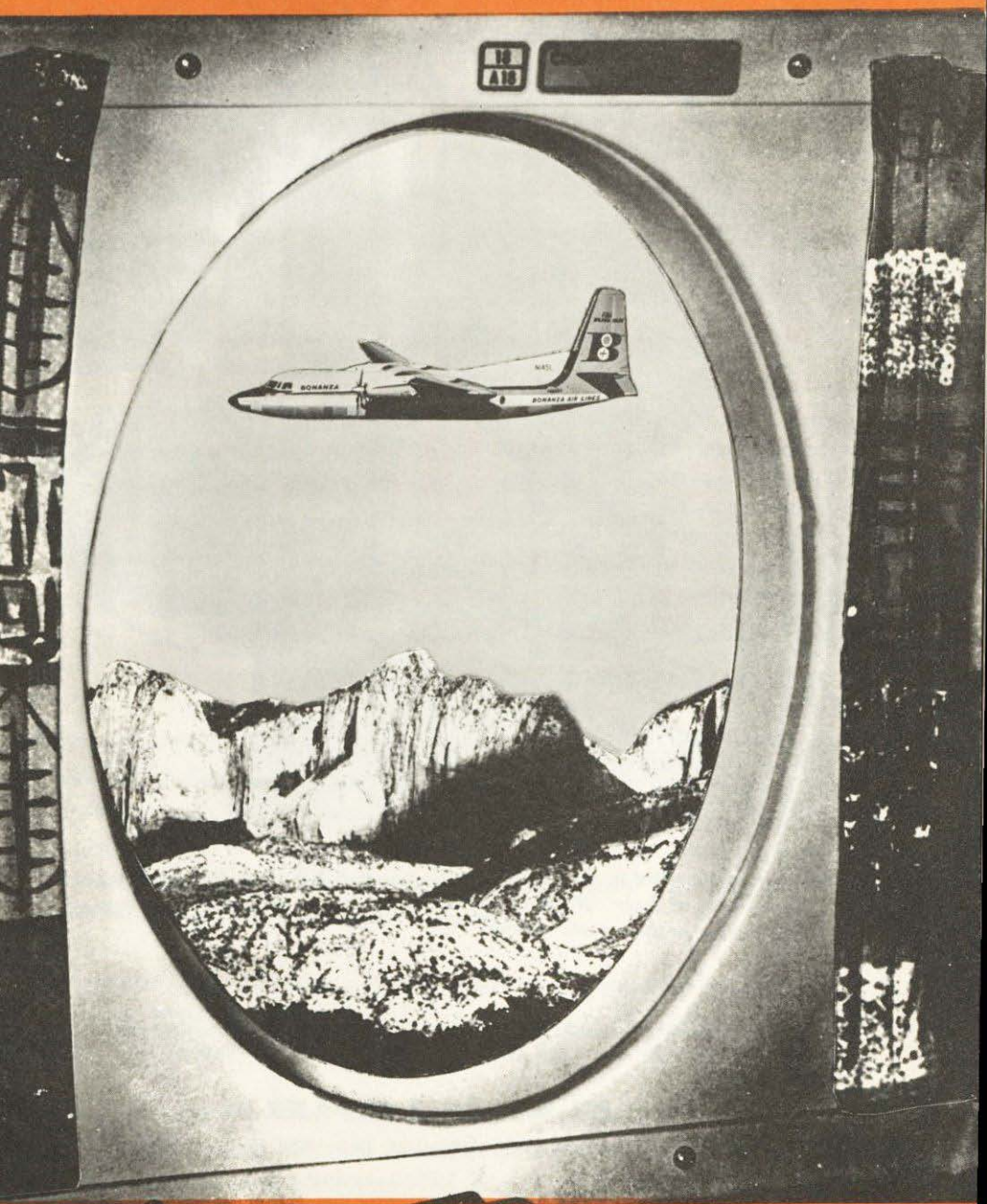
# THE BIG B

BONANZA AIR LINES




NOVEMBER 1959

# JUDI 'B'

*Welcomes you aboard !*

*This month you are greeted in the Big "B" by Hostess Judith Bertsch. She is being presented in Bonanza Advertising as Judy "B", proud symbol of Bonanza hospitality. We know you will enjoy seeing her often in the months to come.*

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**THE BIG "B"**

PUBLISHED AND PRINTED BY BONANZA AIR LINES, INC., BOX 391, LAS VEGAS, NEVADA

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*Other Photographs as Credited*

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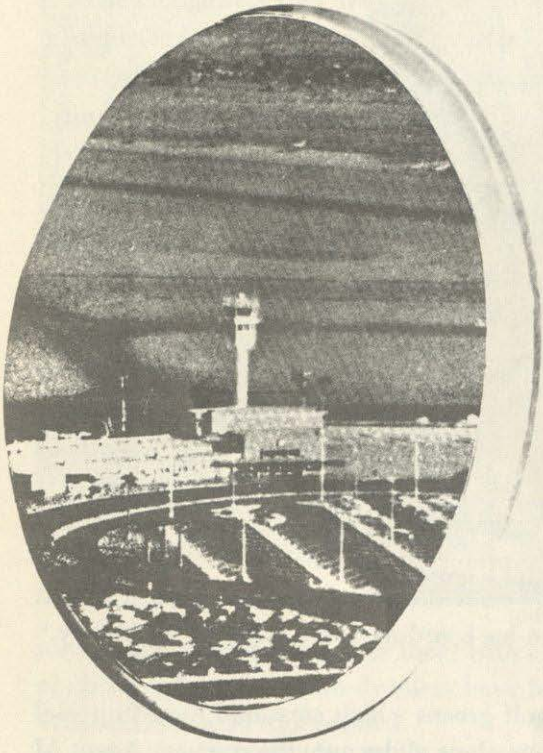
# LET'S TOUR SEGMENT FIVE!



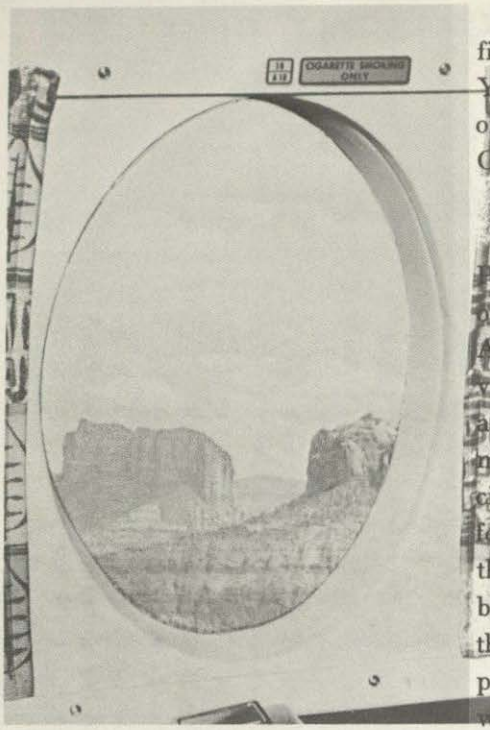
*(Editor's note: This is an anthology, designed to acquaint you with the exhilarating scenery along the route and to introduce you to Bonanza's courteous employees at intermediate points. Although the routing of some flights will not allow you to see everything mentioned in our travelogue, any flight will offer most of these attractions. And now, lets join Judi "B" on Segment 5.)*

On the ramp the agent stands alert, he signals toward the cockpit – right arm upward – the captain responds and engines rev. The agent whisks the chuck from under the wheels and the ship taxies toward the runway. The control tower gives the "all clear" and we speed down the asphalt strip then swoop into the sky.

As we rapidly gain altitude and circle toward the east, Sky Harbor diminishes and Camelback Mountain is on the horizon. Beneath us are the Pueblo Grande ruins. Here, some five hundred years ago, thrived the Hohokam Indians, developing an elaborate agrarian culture, then suddenly and mysteriously vanishing, leaving only a few artifacts to indicate their existence. Four hundred years later, Phoenix rose from this site.

We cruise above the city; in the distance we can see orderly patchworks of cotton fields, truck farms and citrus groves, interspersed here and there with cattle ranches. These are the resplendent tokens of the fertile Valley of the Sun.

Heading northwest, away from Phoenix, we watch the fleeting terrain. The valley passes and rolling hills melt into sheer cliffs and mountainous forest lands. These are the Prieta Loma Mountains and just ahead is –



Prescott, "The Mile High City", first capital of Arizona and Land of the Yavapai. As we descend over the heart of the city, we can distinguish the old Court House with its cool, shaded plaza.

Today a staid little community, Prescott is extremely proud of its boisterous frontier beginning. It was here that Arizona's first territorial legislature convened; here the western rodeo was born; and here in the 1860's, prospectors and mine speculators, ranchers and politicians gathered to argue, to plan and to form the embryo that was to grow into the robust new territory which would become the State of Arizona. So proud is the town of its past, that Prescott has preserved at Sharlot Museum, along with the Governor's Mansion, the first structure built in the city — a mud-and-log boarding house called "Fort Misery."

Our attention is caught by the golf greens which surround the Municipal Airport and we cease reminiscing as our plane glides onto the runway. Agent Al Pott greets the deplaning passengers and unloads the baggage and freight. At the gate, Art Gifford assists those waiting to board, while Billie Taylor, at the ticket counter, is helping a future passenger to plan his itinerary. Manager Foster Neil oversees and lends a hand wherever needed.

Ground operations completed, we are once again flying in a northeasterly direction over rugged mountains and virgin forests. On the upper slopes of one steep mountain there is a tiny, quaint village whose houses are built on stilts. This is the ghost of Jerome, a once-roaring copper mining town.

From the panoramic plane window we watch the earth as it shapes into brilliantly colored cliffs and buttes of purple and red, orange and yellow. To our right is Oak Creek Canyon, one of the most colorful in this beautiful canyon country. And as Oak Creek is left behind,

Flagstaff rises into sight, surrounded by the pine forests of the San Francisco Peaks. Some of the passengers prepare to deplane as we come into the air terminal. On the ramp, Station Manager Stan Fawcett awaits us. The plane comes to a stop near the concourse. Lumbermen and ranchers step to the ground, enter the terminal building and, as they pass through to the waiting transportation, nod to Agent Roland Pruitt at the ticket counter. Skiers bound for the San Francisco slopes deplane and collect their skis and bags from Agent Bob Scott. Other tourists have come to Flagstaff to view Sunset Crater whose bright red crest blends through shades of yellow and orange into a foot of lava black. Close by are the Ice Caves with perpetual snow covering the floors and ice clinging to the ceilings. For those with a flare for archaeology, the Indian ruins of cliff-dwellers and earth-dwellers have been preserved at Walnut Canyon and Wupatki National Monuments.

With Grand Canyon our next stop, we are winging over the stately pines of Kaibab National Forest. The timber gives way to the plains and we are descending into Valle Airport. Several passengers are enthusiastically anticipating the sight of one of the Seven Wonders of the World. There is a wheat farmer from Wichita, a business man from Newark, a very young couple from San Fernando. There are passengers, too, in exotic costumes, from India, from the Orient, from remote islands and foreign continents, all desiring to view the Magnificent Chasm. Manager Jim Eckman greets them and assists them on their way.

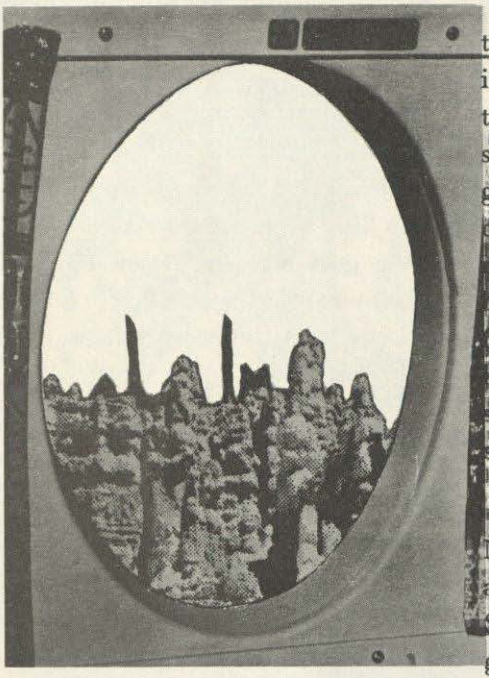
In the air again, we fly over the North Section of Kaibab Forest. The timber becomes shrub, and the shrub becomes grass and the grass bows to Nature's awesome aperture of unequaled and immovable beauty – Grand Canyon – superlatively described by many before us, a breath-taking scene to behold.

Page, the last Arizona town of our trip, will be our next stop. Until February, 1959, Page was a sleepy little hamlet whose only connection with the tourist world was through Flagstaff, 125 miles away. Today, served by Bonanza Air Lines, Page is the air-way to Glen Canyon Dam.

At the airport, Manager Don Houser, assisted by Agents Jack Lightner and Joe Barros, collects the gear for workers and engineers who are deplaning to participate in the construction of the multi-million dollar dam which is scheduled for completion about 1965. Another manifestation of man's ability to build gargantuan structures, Glen Canyon Dam is the second highest in the nation. Plans are now being made to offer tours and accommodations along the 185 mile shoreline of this man-made wonder.

Leaving Page by a northwest route, we cross into Utah and prepare to set down in Kanab Municipal Airport. Gray-brown Kanab Valley, extending into green woods, sharp mountains and smooth plateaus above the Lower Grand Canyon, is encompassed by bright, piercing beauty. Kanab's backdrop of red cliffs is often the scene of Hollywood productions. As we land, Manager Tom Chandler and Agent Lowell Knudson unload the equipment of a small group of geologists, bound for an expedition into Kanab Canyon, down the Kanab Creek and into the yet undiscovered secrets of the Colorado River and the Grand Canyon. Travelers deplane to drive along the Mt. Carmel Highway and into Bryce Canyon, known in this land of colorful canyons as the one of supreme color varieties and intensities. It is said that artists have counted over a half-hundred hues. The intricate natural sculpture of these multicolored rock spires will fire the imagination of the most pragmatic visitor.

The last of the deplaning passengers departs and the new passengers are settled in their seats. The air-stair swings upward and our hostess secures the cabin entrance. We are aware of the tremendous power and energy of the ship's engines as we lift swiftly into the air toward The Gateway of Zion National Park.



Saint George – located in Washington County, "Dixieland" of the State – is the hub of Southern Utah's agricultural industry. The area's long growing-seasons, mild winters and favorable grazing conditions provide ideal climatic conditions for the dairy farms, poultry ranches and orchards. Originally settled by a group of three hundred Mormon families, Saint George was the winter home of Brigham Young. His house still stands, restored by his descendants as a shrine to his memory.

At the Saint George air terminal, Manager Dick Hart temporarily sets aside his station reports to join Agent Seymour Naef while our plane is on the ground. Each is courteously performing those tasks which are an integral part of Bonanza's passenger service.

With seat belt fastened, we settle comfortably and watch the wheels of the plane skim along the ground, then rise and disappear into the wing. We are soon preoccupied with Zion, that remarkable canyon of sandstone buttresses reaching skyward toward us. These red and white monuments are built of thousands of swirling layers, each layer firmly packed into place before Mother Nature topped it with another.

We cruise on past Zion, over the southwest extremities of the Colorado Plateau and above the picturesque ruggedness of high mountain country and lush green meadows. In this setting, at the side of Iron Mountain, Cedar City was founded in 1851 by the iron workers sent by Governor Young to colonize this rich ore country. The surrounding area, renowned for superb hunting and fishing, is also the home of the shepherd. Hundreds of carloads of sheep are transported annually from Cedar City.

As we land at the beautiful new Cedar City Municipal Airport, Agents Don Chapman and Roger Wimpy greet the visitors bound for Cedar Breaks, another marvel of the Canyon Country. Twenty-three miles from Cedar City, this National Monument offers the same breath-taking colorful beauty that we wit-

nessed at Bryce Canyon with the added attraction of Spruce and Fir clusters and wild flower meadows on the plateaus above the rim.

After a fuel check, Station Manager Bob Yeager signals the "OK" to the pilot and, within seconds, we are cruising toward Provo.

The home of Brigham Young University, Provo is called the "Garden City." Located on the shores of Utah Lake, this lovely little city is guarded by majestic Mt. Timpanagos, whose summit becomes the goal of over fifteen hundred mountain climbers during each year. Provo Canyon offers scenic drives for the summer visitors and fine snow-covered ski slopes for winter sports fans. Utah Lake is the scene of summer boating and winter ice-skating.

Near Provo, the blast furnaces of immense steel plants produce pig iron, steel ingots and coke.

Landing at the Provo airport, steel workers present their baggage checks to Agent Larry Curns. Manager John Puskarich arranges transportation for a group of students who are returning after a holiday to the University campus, located on a hilltop overlooking the city.

As we leave the last stop before our final destination, our hostess serves us a steaming cup of coffee, and we relax a little. Within a very few minutes we will be in Salt Lake City and our tour will end. The soft cotton clouds around us billow beneath the plane and we feel as if we are floating. As the clouds evaporate, we catch a distant view of the Great Salt Lake.

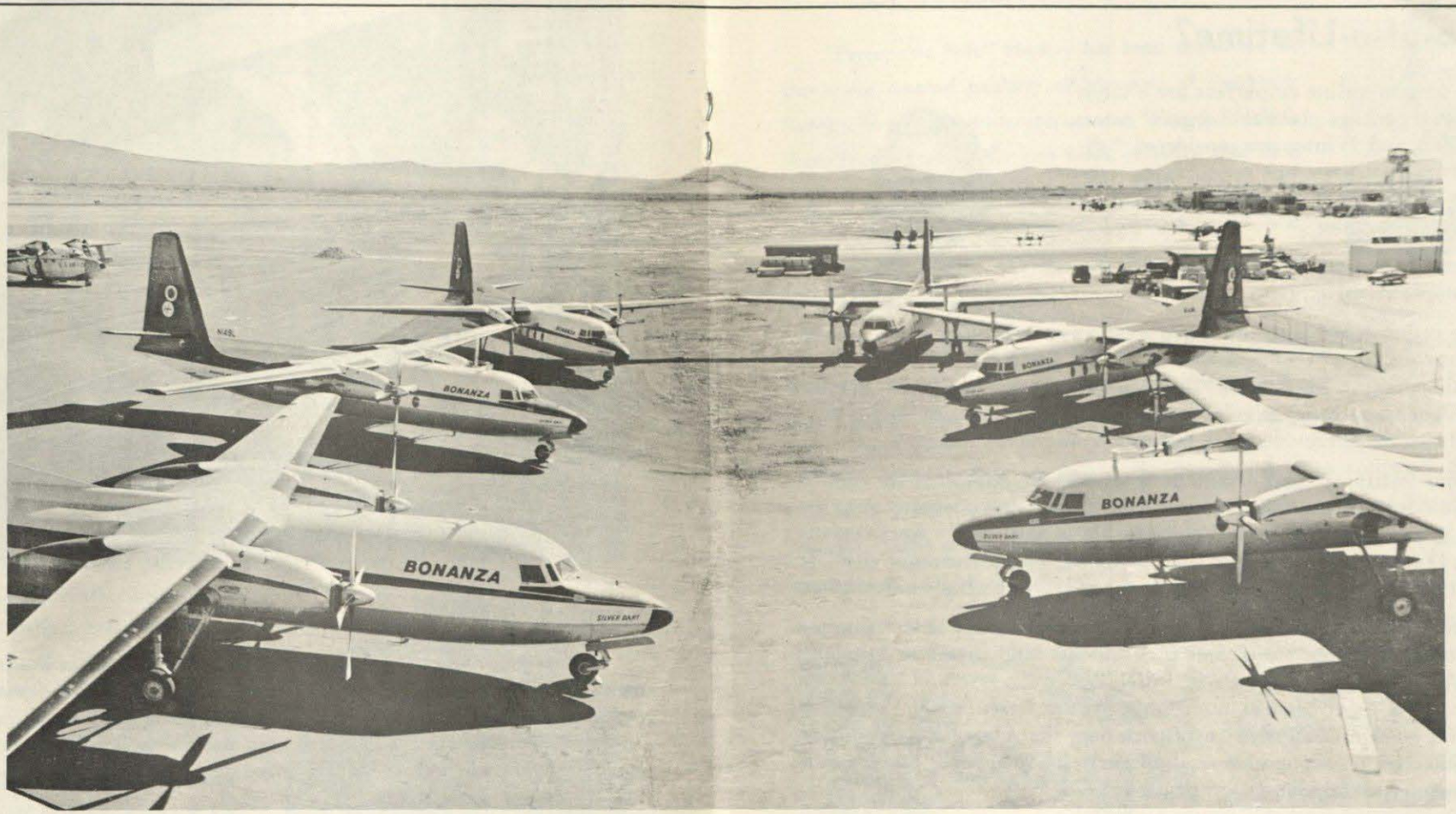
The landing gear slides to a vertical position, and appears to be suspended over the city of broad, tree-lined streets. Our ship descends into Salt Lake City Municipal Airport, bringing to a close an aerial tour of over five hundred miles of continuous, fantastic beauty. Truly, a tour on Bonanza's Segment Five is an experience to remember.

## Keeping Astride...

with engineering can be a real challenge. Our Maintenance and Inspection Departments are continually revising procedures, materials, etc., to insure that our shop methods and aircraft are abreast with the most recent developments. Pictured above are Mechanics Bob Pirisky, Tillie Halls and Bob Farley installing a few pounds of new equipment that will increase the authorized gross landing weight of our Silver Darts by fifteen hundred pounds.

This new Fairchild "beef-up" kit consists of a heavier nose-wheel tire, rework of the nose gear, various structural reinforcements and other minor engineering changes, all of which will increase the load capacity by as many as seven passengers on certain hauls. The F-27A will be operated at a maximum takeoff weight of 36,500 pounds and a gross landing weight of 36,000 pounds. All future planes we are to receive will incorporate these changes.

In the continuing program of keeping BAL current in all areas, other new testing and operational equipment has been purchased to insure the constant safety and reliability of our aircraft. An example is a new $3,500 Xray machine primarily utilized to inspect internal structural components that would otherwise be inaccessible. Other new quality control equipment plays a big roll in Bonanza's future.




BAL's fleet of Silver Darts was expanded to six on October 15th with the delivery of aircraft number N150L. As these plush new aircraft are integrated into service, they are replacing DC-3's on all routes. The Company's target is conversion to a total F-27A Silver Dart fleet by early 1961, after delivery is made on the four additional aircraft ordered recently. The first jet-prop was delivered to BAL on January 18, 1959 and was inaugurated into service in March. Since then, the Silver Dart fleet has carried over 60,000 passengers for more than 850 thousand miles. The speed and silence of flight, the added comfort of air conditioning and pressurization and the safety factor of radar make the Silver Dart one of the finest of modern aircraft.

# F. Y. I. by JAN THOMAS

## Ready for that Trip-of-a-Lifetime?

Available now to airline employees are a large variety of vacation package plans at "bargain" rates. As you know Fall and Winter are considered "off-season", and many airlines are encouraging employees to take advantage of the delightful vacation attractions along their routes.

Airlines and hotels are less crowded now and reduced rates more extensive.

If you are rather bored with the warm weather and sunshine of the Southwest, you might consider a "cool breather" in Alaska. For a view of the northern lights and participation in the famous "Fur Rendevous", Anchorage has a 4 day celebration in February, complete with dog sled races, Indian dances and rites — or visit the Red Dog Saloon and listen to tall tales from the old timers.

Some of our many ski enthusiasts at BAL will be interested in Alitalia Airlines' Italian Alps ski vacation, 17 days for $248. This includes a week at the Alpine village of Sestriere, a drive to Venice for three days, and a scenic excursion to Cortina D'Ampezzo for another week of skiing. This picturesque city was the site of the 1956 Olympics and is located in the heart of the Italian Dalomites.

For a more classical tour, England, France, Spain and Italy hold unlimited art treasures, cathedrals, museums, and such famous land marks as London's Big Ben and Westminister Abbey, Paris' Eiffel Tower, Louvre and Left Bank, adventurous Bull Fights of Madrid, and the ancient Colosseum and Vatican of Rome. For a two week all inclusive (transportation, first class hotel, food, tips, sightseeing guide, and get acquainted send-off party in New York) tour, several airlines are offering such fabulously low prices as $475.

Or if you prefer to plan your own itinerary and wander off the "beaten path", check with our pass department for a list of airlines currently offering 75% discount instead of the usual 50%, also for a comprehensive list of hotels in Europe and the States where airline employees may enjoy sizeable discounts.

Nearer to home, of course, we still have our free pass privileges to La Paz, Mexico. The special hotel rates and low costs make this truly a non-rev's dream.

How about our brand-new State of Hawaii, or a bicycle ride and swim in the balmy Bahamas?

As airline employees, we all enjoy the unique privilege of free and reduced rate transportation, as well as special rates at fine hotels, so why not take advantage of a glorious trip-of-a-life-time — go now, pay later.

# HARTLEY NAMED AS MANAGER OF PASSENGER SERVICE

"Personable Pete" Hartley has been appointed to the newly created position of Manager of Passenger Service. In making this announcement, Wm. J. Mitchell, Vice-President of Traffic and Sales, revealed that Pete will be responsible for all services aboard the airplanes, as well as the Hostess Department, Lost and Found, and other related duties. "Maggie" Kreiling, Division Chief Hostess PHX, will assist Pete.

Pete came to Bonanza with a broad airlines background, having been with TWA for 12½ years in their operations department in MKC, LAS and DEN. He returned to Las Vegas in February, 1958, when he joined BAL as Supervisor of Revenue Accounting.

The other Hartleys are Pete's wife, Dorothy, and two daughters, Janalee, 9, and Debi Sue, 4. He is a member of AF & AM, serves on the Board of Directors of Bonanza Federal Credit Union, and is president of the employees' club, The Buzzing Bees. He served in the U.S. Navy in 1941-42.

Arriving in Las Vegas, Mrs. Akiko Mori, President of the Federated Women's Clubs of Japan and Mr. Tadamasa Hashimoto, News Editor of the Japan Broadcasting System were welcomed on behalf of Bonanza Air Lines by Larry Decker and Loretto de Koevend, host and hostess to the travelers during their two-day visit. Mrs. Mori and Mr. Hashimoto were making a transcontinental tour of the United States under the auspices of the State Department.

# AROUND THE B

by GEORGE SCHLEIFER

The "new look" is spreading — several stations report new installations to accommodate our ever-expanding program. IGM proudly displays new run-way lights and PHX invites you to see their fine operations offices . . . LAX is pleased about the remodeled "inner sanctum" of operations and crew room and, while RNO is nicely settled in the spanking new terminal — ONT anxiously awaits the opening of theirs . . . Up SLC way the ATO/CTO is now a joint operation and BAL welcomes the WCA staff.

Congratulations are in order — to BOB GROVER on his new appointment as Station Manager at BLH and to GLORIA CREWS who drops the "Asst." from her title to become Supervisor-Revenue Accounting. Gloria replaces PETE HARTLEY as he assumes his new duties in Traffic and Sales.

Some familiar faces can be seen in new places . . . Agent WARD KELSEY from PVU now greets you at SNA, replacing JIM TOWNE who has transferred to LAX to fill "Moose" Musson's shoes (now an L.A. law enforcement officer) . . . LEE FUSON who used to roam the FLG area is now District Sales Manager for the SAN locale from OCN to IPL. And JOANNE CHEEK'S smiling face will be missed around GO when she returns to the line effective with her resignation as Chief Hostess on Nov. 1st.

There are also new faces in familiar places . . . SLC/ATO welcomes Res. Agt. MARY KRAMER . . . and LAS is pleased to have JAYNE MUMPER of Weaver Airlines School and JEAN JOHNSON from CAP/MKE on the reservations staff . . . PSP extends the welcome mat to JOHN HARDIN from CEN and LAS Maintenance has four competent new men — HAROLD CUMBERLIN, VERNON DIMICK, NORVAL DODDRIDGE and L. PETERSON . . . Purchasing and Stores' new employee is GIL JOHNSON . . . and a once-familiar face has returned to LASGO as MARGARET PLAGER rejoins Statistics. Another new personality you will enjoy meeting is LOCILE FISCHER (Personnel Secty.) . . . and as Locile is oriented in her new tasks — LEOTA HIGHT resigns to return to college in her home state of Colorado. To Leota, our fond farewell and very best wishes.

Activities around the B are in high gear with YUM preparing for the Rocket Meet in December . . . and RAL, BLH, IGM and PSP getting into the swing of their new Silver Dart service. FLG reports that their recent Air Fair was very successful and that BAL's plane was on hand offering scenic flights to the many visitors . . . and on a social note — with the holidays approaching, the Bonanza Buzzing Bee Committee would like you to reserve Saturday, December 19th, for the annual Christmas party (full details in the December Big B issue). In PHX the Grand Canyon Tours have brought people from many lands. One party of sixteen represented twelve Far East countries . . . And you all know that PSP was honored with a visit from President Eisenhower — but did you know that OCN is sometimes visited by Leo Carrillo and that the KNB staff dined with Richard Boone of "Have Gun Will —" fame?

Leisure hours of BALians are spent in interesting ways . . . "Flyer" LARRY GREEN (OCN) made his first solo flight and "Gardener" SEYMOUR NAEF (SGU) had a bumper vegetable crop . . . PAUL KISSICK (Mgr. RAL) and DON SAGER (RAL) now "cycle"

*(continued next page)*

*Congratulations to Mr. & Mrs. Edmund Converse on their recent marriage in Rockville, Maryland. Mrs. Converse, the former Mrs. Sherma Twitchell, is from Liberty, Utah.*

## AROUND THE B (continued)

to and from work. LLOYD CHARLES (BLH) reports that the doves weren't flying but the hike was fun, and BUDDY HART (SGU) has planned to bag a buck the first day of the season. Excitement ran high on Oct. 5th for PHYLLIS MOSER (GO STATIONS DEPT.) when her mother arrived from England for a visit.

Prolific IPL announces the arrival within the past few months of BABY DONAGHY, BABY ECKLAND, BABY O'REGAN, BABY LAW and BABY GOODFRIEND, with BABY NANCE and BABY BYERS expected soon. Although the rest of the system can't hope to compete with this pace, some of the stations are getting into the spirit with "anticipating" JERRY BUTLERs (RAL), BUDDY HARTs (SGU), ROD ROSENCRANS' (IGM), JOHN LIGHTNERs (BLH) and PAT CROTTYs at LASGO.

Wedding bells have been ringing and we offer our felicitations to JACK LIGHTNER (PGA) on his recent marriage to Judy Roper, and our best wishes to the former POLLY STAIGER (LAX-RES.) who resigned to become Mrs. Dale Barry of SFO, and to newlyweds JAMES KEIM (PHX) and DON JACQUES (ONT-Norton JAMTO) and also to KAREN MILLS, nee SANDERS, Acctg. GO.

And finally, on a more serious note, we extend our hopes for an early recovery to JOHN "SANDY" SONDGEROTH (Communications-LAS) who was injured recently in an auto accident. Our thoughts are with you, Sandy — come back to the hangar soon.

**TRAFFIC GAINS REPORTED:** Bonanza Air Lines has reported a 46.6% system-wide increase in revenue passenger miles for September, 1959 over September of last year. This is especially significant because we were flying the same route pattern and essentially the same frequencies and mileage as we were a year ago. Segments receiving F-27 Silver Dart service contributed by far the greatest amount to this increase.

# An Introduction to Jack

An important Docket was in preparation at Bonanza when John Polsgrove became Supervisor of Printing for the Company. As his first assignment, Jack produced an exceptionally fine printing of this essential document, and has continued in the same manner in all assignments including the photography and printing for the Big B.

Originally from Louisville, Kentucky, Jack settled in California after his service in the Marine Corps during World War II. Professional photography was his first interest, but he soon found that interest expanding as he accepted positions which drew him, more and more, into the printing field. And eventually, as Supervisor of Printing for the Pendleton Tools Industries, he was responsible for publishing the manuals, advertising literature and company duplications for the Proto Tool Company and its subsidiaries.

Joining Bonanza in August, Jack, with his lovely wife and daughter, resides in Paradise Valley. His week-ends are often spent "trailer-traveling", and his interest in photography extends from his business hours to his hobby hours when he frequently takes a "busman's holiday".

## THIS MONTH

### ONE YEAR AGO...

St. George Airport was dedicated in anticipation of scheduled airline service by Bonanza Air Lines.

### FIVE YEARS AGO...

"The Air Traffic Conference Interline Managers Meeting convened in Las Vegas, Nevada. Representing Bonanza were Edmund Converse, president, and Bill Kerrigan". (Bill Mitchell, who joined Bonanza's staff August 8, 1955, was also present, representing Allegheny.)

### TEN YEARS AGO...

"Bonanza Air Lines, which was recently certificated as an interstate carrier by the Civil Aeronautics Board, will have its headquarters in Las Vegas, Edmund Converse, President of the air line, announced. The offices will be established in the huge all-steel hangar which is now nearing completion on McCarran Field.

"The Company will have an over-all total of 85 employees, the bulk of whom will make their homes in Las Vegas.

"Converse reported that the air line already has begun its pilot training program and the compilation of its operating manuals. The personnel will be ready for the official inauguration of the new service on December 19, the date set for the start of scheduled service between RNO, LAS and PHX."

# DUNLAP PROMOTED

During his six years with BAL, Dan Dunlap's background and interest have brought him through the ranks to his recent promotion to the position of Buyer. Dan advanced from the Stores Department after the resignation of Tom Mulroy. The announcement, made by Earl Hall, Superintendent of Purchasing, also indicated that this new position will allow close coordination with all departments on purchasing procedures and problems.

**Dan's background includes schooling in Ord, Nebraska, and eighteen years with American Standard of Richmond where he acquired well-rounded experience in the processes of shipping-receiving and purchasing. During World War II he served with a purchasing unit of the Air Force at Adak, Alaska, which serviced all of the Aleutian chain.**

**At his home in Las Vegas, Dan's leisure is sometimes spent helping his charming wife with her semi-commercial hobby of ceramics. And when he can, he packs his camping gear into the car and heads for hunting and fishing grounds.**

# You Gave

Bonanza's effort in the United Fund Drive for Las Vegas drew to a close on October 21st with a 270% increase in participation. The achievement of 370% of the monetary goal for Las Vegas employees was accomplished by the fine planning and diligent efforts of Chairman Leo Stec and his Committee of twelve who contacted all employees in the various departments.

Congratulations for a task well done to Leo, Merle Wood, Reservations; Richard Gerber, Operations; Dick O'Leary, Dispatch; Marge Keeley, Accounting; Sabra Carpenter, General Offices; Bobbie Eplan, Communications; Sue Cowdrey, Purchasing and Stores; Carl Niki and John Lodwick, Maintenance; Lynn Adelman, Hostesses, and Kay Crum, Pilots.

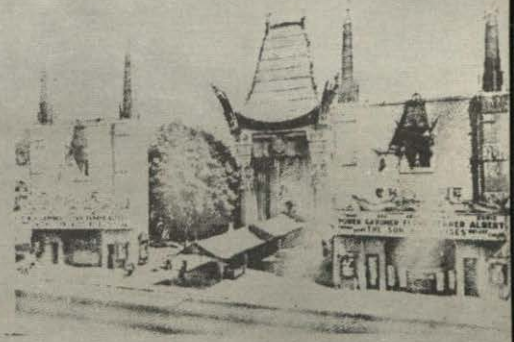
*Bonanza mourns the demise of Charles D. Driskill, General Traffic Manager. Chuck succumbed on October 10th, after several months illness, in his home-town, Houston, Texas. He is survived by his wife, Anecia.*

# LAX-CTO... BONANZA'S NEWEST

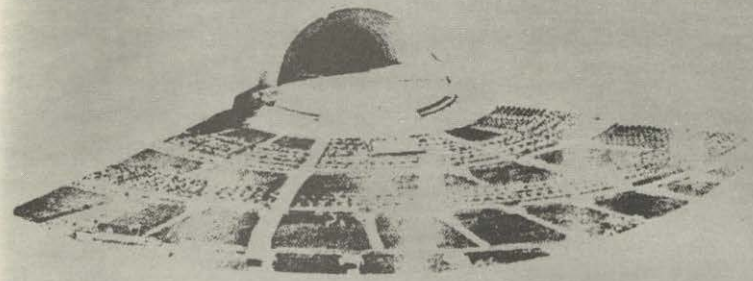
Since its opening, the Los Angeles City Ticket Office has continued to demonstrate Bonanza's foresight in visualizing Beverly Hills as a desirable location for their expanding enterprise. Located on Wilshire Boulevard's "Transportation Row," the office is twenty minutes from Hollywood, thirty minutes from the Los Angeles International Airport and the Los Angeles Downtown area.

The Contemporary decor of the interior is color-keyed in gray, white and coral. At the ticket counter is Borghilde "Buddie" Ryan; in the reservations office, Lead Agent Betty Lindquist and her five assistants are provided with a comfortable, pleasant setting for their duties in Reservations and Space Control. This office, carpeted and well lighted, is equipped with a pegged availability board and a dual-top revolving reservations table allowing maximum convenience of operation. And direct-line telephone service to the Los Angeles International Airport contributes greatly in furnishing Bonanza customers with immediate flight information.

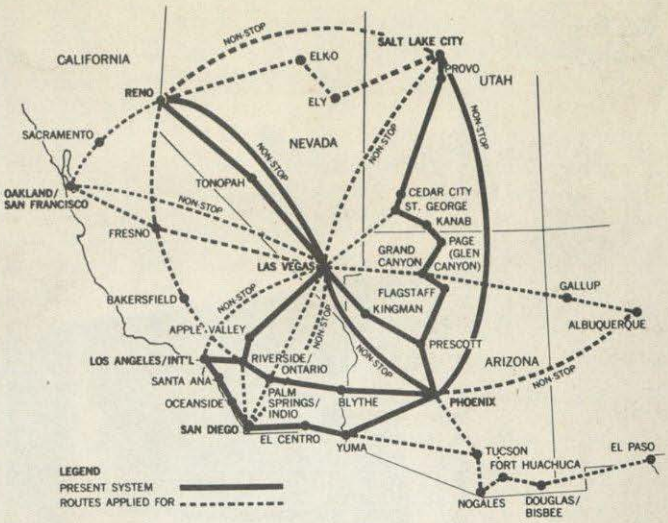
The headquarters of Regional Sales Manager, Robert Murray, will soon be moved into the second story of the ticket office, completing all phases of the Reservation-Sales operation in Los Angeles. Bonanza's bright new exterior sign invites the air-traveling public to enter and avail themselves of the excellent services offered here, including the purchase of tickets, the confirmation of reservations as well as assistance in planning their itineraries for a domestic or international trip.



ONANZA
AIR LINES



Bonanza Air Lines, the fastest growing airline in the West, now serves the 26 major business and resort communities in Southern California, Arizona, Nevada, and Utah!

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